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REVIEW TIMBER-FLOATING OPERATIONS

URGES EXPANSION OF FLOATING OPERATIONS IN 1950 -- Lesnaya Promyshlennost', No 3, Mar 50

In March 1920 the Soviet state took over supervision of timber-floating operations in the USSR. Seventeen floating regions were formed and floating offices and centers were established on the large rivers in each region. The floating organizations accepted the timber which had been hauled to the banks of the rivers by the logging organizations and floated it to its final destination.

Later, special timber-floating trusts were created within the framework of the People's Commissariat of Timber Industry USSR. These trusts are still in existence at present.

Mechanization of timber-floating operations has progressed steadily through the years of the Five-Year Plans. The level of mechanized timber raft construction reached 42 percent in 1940, increased to 65 percent in 1944, and rose to 71 percent in 1949. In the Severnaya (Northern) Dvina and Kama basins, all rafts are constructed by mechanical means.

Kerchevskiy, Yur'yevetskiy, Maksakovskiy, and Bobrovskiy roadsteads are typical of the large raft construction roadsteads which have been created along the waterways of the country. These roadsteads, stretching out 5 to 6 and more kilometers along the streams, are outfitted with large numbers of raft-building and timber-handling machines, and have large repair and machine shops and special coves for wintering boats and mechanisms; they are electrified, and have radio and telephone communications and well-built workers' settlements with schools, clubs, and hospitals. Permanent personnel live in well-constructed houses.

The creation of a permanent staff of workers at the timber floating enterprises not only makes fulfillment of navigation plans easier but permits carrying out 50 percent of all floating work during the wintertime. Construction work, winter raft construction, repair of buildings, boats and equipment, and preparatory work for the early spring full-water period are examples of work performed by permanent personnel during the winter. Continuous methods of operation are being introduced widely in floating operations.

[illegible] timber-floating operations were unsatisfactory. Floating [illegible] Volkhov [illegible] one in the [illegible]

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In some basins, 1949 timber-floating operations were unsatisfactory. Floatage workers in Vologda Oblast and in the Ob'-Irtysh and Amur basins were guilty of serious deficiencies. Two trusts of Glavzapsibles (Main Administration for West Siberian Timber), Tyumenles (Tyumen Timber) and Tomles (Tomsk Timber) trusts, failed to deliver all their timber to the rivers because the supervisors of these organizations did not pay enough attention to mechanized loading and unloading operations. Much of the timber produced by Khabarovskles (Khabarovsk Timber) and Vologdabumles (Vologda Paper and Timber) trusts was not floated because of unorganized floating operations.

All these deficiencies must be corrected in 1950, because 27 percent more timber must be floated in 1950 than in 1949. The volume of timber to be floated in 1950 will considerably exceed that of the prewar level.

"LOATAGE INSTITUTE DEVELOPS NEW RAFT -- Lesnaya Promyshlennost', No 3 Mar 50

During the course of the Five-Year Plans, the size of timber rafts has steadily increased. During the Second Five-Year Plan, the length of rafts was increased from 450 to 725 meters and the width from 28 to 50 meters; the volume reached 25,000 cubic meters. These rafts were still self-floating, moving downstream with the current.

After 1936, self-floating rafts were generally replaced by rafts drawn by steam tugs. While this practice speeded delivery to the consumer, the quantity delivered was still small.

During the course of the postwar Five-Year Plan, construction of a sectional timber raft was developed by the Central Scientific Research Institute for Timber Floating. This type of raft is successfully being introduced on the Kama and Volga rivers. It can be moved 20-25 percent faster than existing types of rafts Because it is more maneuverable and more stable, it has been possible for steam tugs to move a larger volume of timber per installed horse-power. For example, in June 1949 when ordinary rafts were 56 meters wide and contained 14,000-16,000 cubic meters of timber, two rafts of the new type, 63 meters wide and containing 20,225 and 22,013 cubic meters of timber were dispatched from Obvinskiy Roadstead of Kamlesosplav (Kama Timber Floating) Trust. These greater volumes made for loads of 73 and 80 cubic meters per installed horsepower. -- A. A. Gonik, Central Scientific Research Institute For Timber Floating

STAKHANOVITE CAPTAINS FLOAT HUGE TIMBER RAFTS -- Lesnaya Promyshlennost' No 3, Mar 50

Ordinarily, it takes one month to float timber rafts from Novo-Il'insk on the Kama to Stalingrad, a distance of 2,000 kilometers, but rafts drawn by the steam tugs Krasnoye Sormovo, Pyatiletka, General Vatutin, KamGES, Serp, and others reached Stalingrad after 12-15 days when the trip was made without stops.

Tugs engaged in Stakhanovite efforts not infrequently haul rafts with a cubic content twice as great as usual. Three fourths of all rafts floated on the Yenisey during the past navigation season were super-rafts containing 50,000-60,000 cubic meters of timber; they were hauled by the steam tugs Pobeda, Bagration, Gruziya, Tel'man, and others.

In 1948, the steam tug S. Kirov, under the command of Captain Grigor-yev, hauled the first super-raft, containing 44,000 cubic meters of timber, on the Volga. Now, super-rafts are a common sight on the Volga.

The steam tugs Izhorets-24, Pavlin Vinogradov, and others hauled super-rafts on the Severnaya (Northern) Dvina River.

These giant rafts are hauled by steam tugs with 400-500 installed horsepower. An exception is the Ruslan (Bukayev, captain) with 280 horsepower which normally hauls 16,000 cubic meter rafts, but in stakhanovite efforts, hauled rafts containing 25,000-28,000 cubic meters without loss of speed. The Ruslan was the first timber-floating tug to fulfill the Five-Year Plan, accomplishing the task in 3.5 years. -- P. A. Selivanov

KAMA RIVER TIMBER FLOATING EXPANDS -- Lesnaya Promyshlennost', No 3, Mar 50

Timber cutting in the upper reaches of the Kama River basin began during the years of the First Five-Year Plan. Since 1946, a large number of new narrow-gauge railroad lines and truck and tractor roads have been constructed in the Kama basin The volume of felling and floating is steadily increasing.

In 1948, the amount of timber floated on the Kama exceeded the prewar level. In 1949, the volume of timber floated was 130 percent of the 1940 volume and in 1950 a further increase is planned.

In 1948 and 1949, more than 40 million rubles were spent for such capital construction projects as housing, industrial construction, water-way improvement, and mechanization in Kamlesosplav Trust. -- I. K. Chebotarev, chief, Kamlesosplav (Kama Timber Floating) Trust.

OBVINSKIY ROADSTEAD FLOATING OPERATIONS ADVANCE -- Lesnaya Promyshlennost', No 3 Mar 50

Until 1947, Obvinskiy Timber Floating Roadstead of Kamlesosplav Trust, located on the Kama at the mouth of the Obva River, handled not more than 100,000 cubic meters of timber per navigation season. Operations usually dragged along until the end of summer.

In 1947, the roadstead faced the task of expanding its operations 1.5 times and of completing all raft construction work by 15 August. By working out a new technological procedure, the roadstead fulfilled its plan and completed its floating work by 15 August.

In 1948, the roadstead floated an even greater volume of timber. In 1950, all roadstead operations are to be fully mechanized and all rafts will be constructed according to the Central Scientific Research Institute for Timber Floating sectional raft construction method. -- N. A. Labutin, chief engineer, Obvinskiy Model-Experimental Roadstead

FLOAT TIMBER IN BAYKAL REGION -- Pravda, No 195, 14 Jul 50

Timber floating on the rivers of eastern Siberia is proceeding more successfully this year than it did last year. Hot weather and rain in the upper reaches of the Sayan River caused snow to melt quickly last spring and the river to rise. By taking advantage of the floods, hundreds of brigades have completed their free timber floating. Both the quarter and June plans were considerably exceeded.

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